



## Mountain Search Pilot Clinic

A Montana summer of fires and smokey skies that caused restricted airspace and airport closures made a turn around when the blue sky of the northwest made an appearance for the annual, 25<sup>th</sup> year running, Montana Aeronautics Division's Mountain Search Pilot Clinic.

Friday evening's presentations kicked off the fast pace clinic with introductions and a special appearance by our good friend, Sparky Imeson. Sparky reminded us that, "flying in the mountains demands an attentive pilot, one who is aware of the special conditions that can create hazards."

Saturday & Sunday thirty eager Montana pilot participants arrived ready for Emergency Locator Transmitter (ELT) class, field survival training and dual flight instruction on mountain and canyon flying. Saturday evening Skip Stoffel & Paul Green from Emergency Response International gave pilots first hand information on how to spot aircraft when out on a search, showing some actual examples of how difficult this task can be and also offered more great advice on survival skills.

Thank you to the 2003 MSPC Extraordinaire Instructors ELT/ Peter Graf and Hugh Wilkins; Survival/ Skip Stoffel and Paul Green; Flight Instructors/ Wendy Beye, Wayne Turner, Bill Werner, Fred Hasskamp, Sparky Imeson and Jeanne MacPherson.

Also, a big thank you to the "behind the scenes workers", Shirley Bird, Patty Kautz, Jim Greil and Mike Rogan who's great organizational support made this clinic a first rate event. And last but not least thank you to the volunteer pilots that offer their skills & knowledge to make Montana's search & rescue program one of the best by far! See more of this year's activities on page 4 of the newsletter.



*Pilot's that participate in the clinic receive a copy of Sparky Imeson's "Mountain Flying Bible" and Sparky is always kind enough to autograph copies after his presentation. Pictured is Sparky with Mike & Linda Groarke of Marion.*



*Pilot's flew in and out of Ferndale, Whitefish & Schafer Meadows airstrips as part of their training; pictured at Ferndale airstrip are Bob Radcliffe, Bozeman; Charles Fligel, Butte; Mike Goarke, Marion; Jim Wilcox, Helena and Peter Smith, Lewistown.*



# Administrator's Column

**National Air Tour Heros:** Hank Galpin and Ray Sanders of Kalispell completed the national air tour last month; flying Hank's beautifully restored 1928 Travel Air 6000. The tour departed Dearborn, Michigan on September 10 and returned to Dearborn on September 25 after a 4,000-mile jaunt. The tour was delayed at times due to weather; thunderstorms, strong winds and ground fog, but finished on time/on schedule with the first aircraft returning to Dearborn 20 minutes ahead of schedule. The tour schedule included a visit to Kill Devil Hills, but ole' Isabel messed with that. The group was allowed to do a "fly-over" of the Wright Memorial but not the two-day visit as originally planned. Hank and Ray carried the Montana state flag on their journey to be displayed at the Wright Memorial. A representative accepted the flag for delivery to Kill Devil Hills. Montana is very proud to have representation on this prestigious air tour with such an elite group of aircraft/pilots. Heartfelt thanks and congratulations to Hank and Ray. Be sure to be at the kick-off lunch at the Montana Aviation Conference on March 4 to hear the story and experience the air tour first-hand!

**Vision 100:** Century of Aviation Reauthorization Act (CARA): The House and Senate passed a blanket continuing resolution to keep the government running in the absence of passed fiscal 2004 spending bills by September 30, the end of this fiscal year. The continuing resolution will extend current spending levels for 31 days. FAA essential programs and daily operations will retain funding. AIP grants for fiscal 2004 will not commence until reauthorization is passed. The House is expected to pick up a motion to recommit the reauthorization conference report, which would send the current report, which has been held up over disputes including air traffic control privatization, back to the House-Senate conferees for further amending.

**Airport Improvement Program Statistics:** The Northwest Mountain Region Airports Division has released the following information for AIP funds spent in Montana for Fiscal Years 2002 and 2003.

There were 40 projects in the state in FY2003 for a total of \$36.8 million and in FY2002 Montana had 40 projects totaling \$36.1 million. The seven states that make-up the northwest mountain region include: Colorado, Idaho, Montana, Oregon, Utah, Washington and Wyoming.

**More region news:** Twelve airports in the region received "Kudos" for having already submitted its annual Disadvantaged Business Enterprise Goals for fiscal year 2004. Airport sponsors who expect to award more than \$250,000 in prime contracts with Airport Improvement Program funds in FY04 must submit an FY04 DBE goal. Congratulations to the Helena Regional Airport and the Polson-Ronan Airport for their prompt submission!

**FAA Management Advisory Council:** Six new members have been named by Secretary of Transportation Norman Mineta to the FAA Management Advisory Council, a team designed to help the agency achieve its primary objective of becoming a performance-based organization. AOPA President Phil Boyer chastised Mineta for failing to include any general aviation representatives among the latest nominees for the council. Boyer said that "ninety-five percent of the U.S. civilian fleet, more than three quarters of all flights in the United States, and two thirds of all U.S. pilots are general aviation." And yet not one of this year's six nominees to the committee that guides and advises the Federal Aviation Administration represents GA pilots and aircraft owners — the majority of FAA's "customers." Only one member of the 18-member council has ties to the general aviation community, and that is from the manufacturing industry, not the consumer, pilot, or owner. The council still has four vacancies that are expected to be filled soon.

**Bombardier Secures SkyWest Order:** Bombardier Aerospace won a contract from SkyWest Airlines for 30 70-seat CRJ700 regional jets in an order that is valued at \$864 million. The order included options for up to 80 more of the CRJ700 airlines. Deliveries of the initial order are slated to begin early next year and continue through 2005.



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# Calendar

**October 11, 2003** – Fly-In Hot Springs Airport, Hamburgers & Chili. For further information phone Don Theeler (406) 741-5041.

**October 30-November 1, 2003** – AOPA Expo 2003, Philadelphia, PA. AOPA's annual Expo is the premier General Aviation convention, offering pilots and aviation enthusiasts an opportunity to see the latest equipment and aircraft, attend more than 80 hours of aviation seminars, and meet and greet fellow pilots. For more information phone (301) 695-2000 or [www.aopa.org](http://www.aopa.org).

**January 21-23, 2004** – Aeronautics Board Meeting and Loan & Grant Review - Helena. For information phone (406) 444-2506.

**January 30-February 1, 2004** – Winter Survival Clinic – Helena. For further information phone the Montana Aeronautics Division (406) 444-2506.

**February 7-8, 2004** – Flight Instructor Refresher Clinic – Helena. For further information phone Montana Aeronautics Division (406) 444-2506.

**March 4-6, 2004** – Montana Aviation Conference, Heritage Inn, Great Falls. For further information phone (406) 444-2506.

**March 11-13, 2004** - Women in Aviation International Conference, Reno Nevada. For more information phone (386) 226-7996 or visit the web site at [www.wai.org](http://www.wai.org).

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## Thank You Evelyn!

A friend of aviation, Evelyn (Sedivy) Cowing, drove with her husband Barry all the way from Cheyenne, Wyoming just to deliver aviation education materials that she has collected over the years and wanted to donate to an aviation education program.

Evelyn chose Montana Aeronautics Division not only, because of the statewide involvement with aviation education, but the Aeronautics Division employed Evelyn in 1980, as the Supervisor of Aviation and Space Education. Statewide aviation education programs were Evelyn's primary responsibilities, which included the overall supervision of the six college accredited summer workshops, airport tours and orientation flights for school children. Other major areas of responsibility included the supervision of the search and rescue program the coordination and program planning of all annual clinics such as search & rescue and the flight instructor clinics.

It didn't take long for Jeanne and Evelyn to find common interests (AVIATION) and a common job! Thank you, Evelyn and Barry and best of wishes to you in your new home in Arizona.

## Welcome Sheila!



*Sheila Pfeifer (who incidently received her first airplane ride at the Montana Aeronautics Division when her school participated in our education program in the 70's) recently joined the Division staff as the Licensing/Certification Technician. Sheila's duties include answering phones, aircraft registration, accounting, filing, film library and the list goes on. Sheila and her husband John live in Montana City and have three children Andrea, Johnny & Adam.*



Happy Halloween





# More MSPC Activities...



*The National Guard allows us the use of their facilities free of charge for the ELT training and lunches – following classroom ELT instruction pilots get to go out on the airport for actual hand's on training with the direction finding equipment.*



*After an action packed weekend everyone is happy to prepare for the trip home, pictured are Fred Hasskamp, Flight Instructor, Hamilton; Patty Kautz & Shirley Bird, MT Aeronautics; Wayne Turner, Flight Instructor, Big Sandy; Jeanne MacPherson, Flight Instructor/MT Aeronautics; Bill Werner, Flight Instructor, Columbia Falls and pilot Gary Stensatter, Missoula.*



*Jim Greil, Wade Cebulski, Jeanne MacPherson & Mike Rogan take a few minutes after lunch to go over the day's activities, we forgot to warn Wade about the chance of bunny ears appearing when standing next to Jim!*



*Classroom instruction takes place at the Outlaw Inn late into the evening with pilot's receiving a wealth of information. Thanks so much to the participant's for enduring those late nights and still showing up the next day with a big smile and eager to participate!*



*Paul Green & Skip Stoffel of Emergency Response International conduct their training on Saturday & Sunday in an outdoor setting – a perfect spot for showing participants how to use some of the signaling equipment and demonstrate how to build a shelter. Be sure to sign up for our Winter Survival Clinic which is taught by Skip & Paul, on January 30-February 1, 2004, registration forms will go out in early December.*



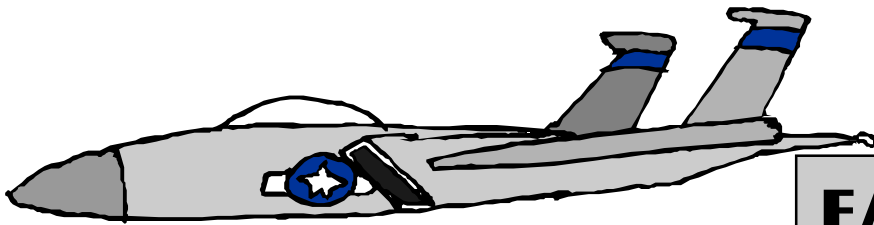
# Russian Cadets Visit Montana!



*Cascade pilots, Tuck Barrett, Lou Ronnau and Tom Wrobel spent the morning giving scouts from Magadan, Russia flights in the local Great Falls area as an introduction to American General Aviation.*



*Once again Loren Smith & Jane Mart hosted Club Podvig's visit to Montana; on September 4<sup>th</sup> we attended a dinner held at the KOA Campground in Great Falls with traditional Russian food and as always – outstanding entertainment.*



## “This Week In Aviation History”

With the support of the Air Force Association (AFA), the Aerospace Education Foundation (AEF) has put together a 52-week series of Public Service Announcements (PSAs) which will be broadcast weekly on Montana based radio stations leading up to the 100<sup>th</sup> Anniversary of Aviation. About 600 radio stations nationwide will be broadcasting the weekly PSA titled “Up From Kitty Hawk – This Week In Aviation History” including five Montana radio stations based in Billings, Great Falls, and Missoula.

The AEF has targeted the PSAs to be broadcast in communities that have military installations, local AFA chapters, or large aerospace industries. The intent of the AEF's weekly radio broadcasts are to spotlight the most significant milestones in aviation history over the last 100-years for the American public. The radio stations participating in this education public service in the Great State of Montana include: **Billings** - KEMC 91.7-FM (406) 647-2941; KBUL 970-AM (406) 248-7827; **Great Falls** - KGPR 89.9-FM (406) 268-3739; **Missoula** - KUHM 91.7-FM (406) 243-4931; KUFM 89.1-FM (406) 243-4931.

## EAA Records

1 0 0 , 0 0 0 <sup>th</sup> Young Eagle in '03

More good news from the EAA Young Eagles office as we march toward the goal of flying 1 million kids by December 17: At September's close, the 2003 total eclipsed 100,000, representing the fastest run to that total in the program's 11-year history. With less than 75 days remaining until the centennial of power flight celebration in Kitty Hawk, we're at 977,059 and counting.

“We reached our goal in September, despite a slow start to the month,” said EAA Young Eagle Director Steve Buss. “During the next two months, we want to maintain our current pace so we can reach our goal with time to spare. We're definitely on track. Keep up the great work!”

While the vast majority of Young Eagles flown since its inception are from the United States, the program has provided flights to kids from 90 different countries. More than 35,000 volunteer pilots and 50,000 ground support volunteers have made it all possible. Young Eagles Chairman Gen. Chuck Yeager will pilot a flight with the 1 millionth Young Eagle during a special ceremony at the Centennial of Powered Flight celebration on December 17 at Kitty Hawk, North Carolina.

# Preserving Civil Air Patrol's History

Civil Air Patrol (CAP) was officially established on December 1, 1941, under the authority of the Office of Civilian Defense in an effort to mobilize the nation's civilian pilots and their fleet of General Aviation aircraft for coastal patrol missions to guard against the possibility of invasion by Germany and Japan during World War II. The CAP Coastal Patrol was the original "home-land defense" mission for CAP's civilian volunteers. The CAP Historical Foundation (CAHPF) is now offering several tidbits of CAP's history to encourage support for the CAHPF's efforts to preserve the heritage of CAP's proud 62-year history of volunteer service to America.

For a \$15.00 donation to the CAHPF, a limited reproduction of the CAP Coastal Patrol "Little Plane – Big Bomb" insignia patch, was worn on the uniforms of CAP volunteers during World War II, is available to insignia collectors. For a \$20.00 donation, history lovers can own a copy of either "From Maine to Mexico," the latest history book about the CAP Coastal Patrol of World War II or the "CAP Subchasers of World War II," a documentary video which contains historical footage of CAP volunteers in action, safe guarding America's shores.

As the official recognized civilian volunteer Auxiliary of the United States Air Force (USAF) since 1948, postwar CAP is celebrated with an authentic reproduction of an actual 1950s CAP recruiting poster titled "On the Air Force Team." This faithfully reproduced color poster depicts CAP's L-16 search plane as well as USAF fighters from that period in aviation history. Aviation art collectors can own a copy of this limited reproduction of the 1950s CAP recruiting poster for a \$15.00 donation to the CAHPF.

The CAHPF is officially recognized by CAP's National Headquarters at Maxwell Air Force Base in Alabama. Please, make all check donations payable to the "CAP Historical Foundation" and mail them to **Drew Skekette, CAHPF Executive Director, 21212 Sweetgrass way, Ashburn, VA 20147**. And, please, specify which item(s) you wish to receive when mailing your donation. Also, visit <http://www.cap.gov>.

## For the Fun of Flying

Flightcom is celebrating its twentieth anniversary with its "For the Fun of Flying" essay contest. Each 50-word essay is to begin with the phrase, "for me, the fun of flying is..." Flightcom will award headsets, intercoms and accessories for the best 20 essays. The grand-prize-winner will receive four Denali ANT headsets. Flightcom will do the initial judging with AOPA Pilot editorial staff selecting the finalists. Essays will be judged on content, creativity, writing style and proper use of language. The contest begins October 1 and ends November 30. Get those creative thoughts together and have some "fun!" For more information check out [www.flightcom.net](http://www.flightcom.net)

## Is "hangar" a word?

You bet it is...

When flying was new, a pilot landed in a midwestern pasture and asked the farmer where he could store his plane. The farmer replied, "Over thar, if you hanker."

But seriously...

The English, who adopted the word *hangar* in the mid-1800s from the French, used the term for sheds that housed coaches. This French word, meaning, "shed," may have been derived from similar words in medieval Latin (angarium "a shed in which horses are shod") or Middle Dutch (ham-gaerd, referring to a group of buildings enclosed by a fence).

## Women In Aviation

Women In Aviation, International has announced that the 15<sup>th</sup> Annual Women in Aviation International Conference will be held on March 11-13, 2004 in Reno, Nevada. Mark you calendars now for this great opportunity to see familiar faces, network and, if you are in the running, get that job!

The 2004 theme is Aviation's Changing Face: Celebrating 15 Years of Education and Promise, and the organization intends to do just that by generating a new crop of scholarship recipients and Pioneer Hall of Fame recipients. Pioneer Hall of Fame recipients are those women who have gone the extra mile for others and contributed to the success of all women in aviation and aerospace.

Women in Aviation, International is a nonprofit 501(c)3 organization dedicated to providing networking, mentoring and scholarship opportunities for women who are striving for challenging and fulfilling careers in aviation and aerospace industries.

For more information about the conference and about WAI, contact WAI at 101 Consair Drive, Daytona Beach, FL 32114, Phone (386) 226-7996; Fax (386) 226-7998; Web: [www.wai.org](http://www.wai.org).

# Comments Requested

*The following was received from Bob Martin, Administrator, Idaho Aeronautics*

We have been eagerly awaiting the U.S. Forest Service's Final Environmental Impact Study (FEIS) for the Frank Church-River of No Return (FC-RONR) Management Plan. It was released on September 8, 2003 with comments due no later than October 27, 2003. There has been an ongoing controversy regarding four backcountry airstrips and the proposed Forest Service actions do not resolve the issues.

At issue are the Dewy Moore, Mile-Hi, Simmonds and Vines airstrips. The Forest Service proposal is to categorize the airstrips as "emergency use only" and take law enforcement action against anyone that uses them for any purpose other than an emergency. Since this action prohibits "regular use" it is my opinion that it closes the airstrips.

I hold this opinion because the law that created the FC-RONR Wilderness (Public Law 96-312) contains a provision stating "That the Secretary shall not permanently close or render unserviceable any aircraft landing strip in regular use on national forest lands...without the express written concurrence of the agency of the State of Idaho charged with evaluating the safety of backcountry airstrips." The Forest Service has asked for our approval to close the airstrips and we have denied their request.

The Forest Service will consider written comments and then issue their Record of Decision and Revised Management Plan. This will be the last opportunity to affect the decision on what will happen to these airstrips.

A copy of the FEIS can be obtained from the Salmon-Challis National Forest at (208) 756-5131, or online at [www.fs.fed.us/r4/sc](http://www.fs.fed.us/r4/sc). Comments are due no later than October 27, 2003 and can be mailed to Ken Wotring, FC-RONR Wilderness Coordinator, Salmon-Challis National Forest, 50 Highway 93 South, Salmon, Idaho 83467 or email to [comments-salmon-challis@fs.fed.us](mailto:comments-salmon-challis@fs.fed.us). You must state that your comments are for the FC-RONR Wilderness Management Plan FEIS.

For further information contact Bob Martin at (208) 334-8775.

## Guide for Owners of Aging Aircraft

The Experimental Aircraft Association (EAA) is endorsing a new best-practices guide released by the Federal Aviation Administration, designed to assist owners of aging aircraft to properly maintain their vintage aircraft.

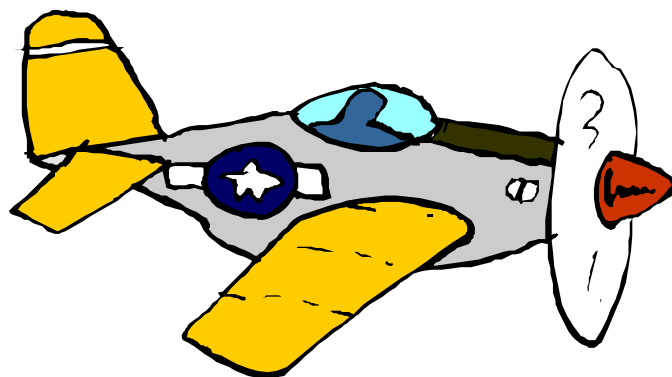
EAA and other general aviation organizations provided major input on the development of the industry best-practices guide, which FAA will mail to owners of single and twin-piston engine aircraft built prior to 1974. The entire guide is also available as a PDF document through the EAA web site. (<http://www.eaa.org/communications/eaanews/agingbestpractices9021.pdf>).

"Keeping aging aircraft flying has been, and continues to be, a major emphasis for EAA," said Earl Lawrence, EAA Vice President of Government and Industry Relations. "We will build on this industry document toward meeting the needs of these aircraft owners. Cooperative efforts such as these are critical, as they help prevent the need for additional regulation and reminds aircraft owners of the many resources available to them."

The guide outlines methods that establish a baseline for inspecting aging aircraft, along with specific areas that need attention. It also directs aircraft owners to a variety of resources that can be helpful, including EAA and various aircraft type clubs. This is important, as finding reliable information for older aircraft can sometimes be difficult because the manufacturer no longer exists or is not in a position to offer extensive customer service.

The best-practices guide also offers a detailed checklist that helps aging aircraft owners inspect and maintain critical areas of their aircraft. In addition, it offers ideas for aircraft owners to create their own specific checklist that includes such items as FAA Advisory Circulars and Airworthiness Directives, among other important information.

"These practices will help preserve and maintain vintage aircraft not only for the current owner, but for future owners of that particular aircraft," Lawrence added. "There are thousands of these magnificent aircraft currently operating today. These guidelines will help make sure they are enjoyed by the next generations as well."







# **Montana Aviation Conference**

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